

OBSOLESCENT - NOT TO BE USED
 IN NEW DESIGN WORK. SEE S.D.M. 265

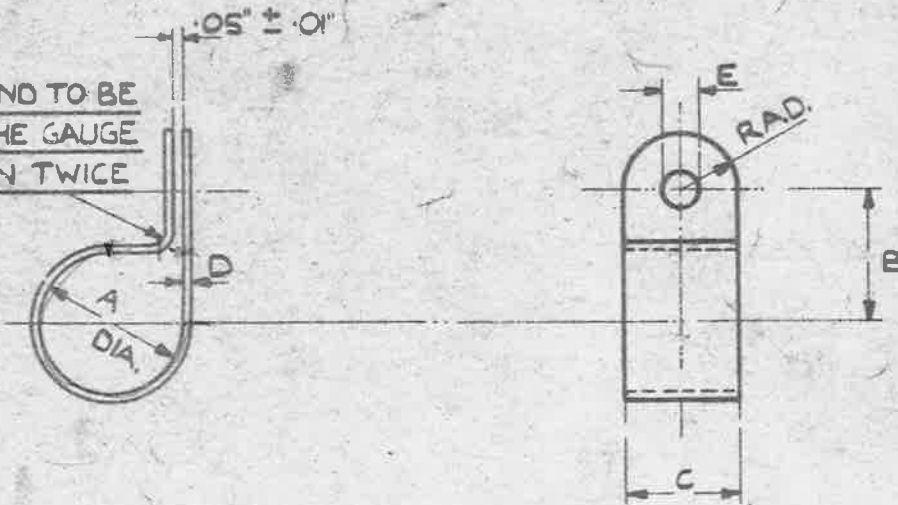
MINISTRY OF
 SUPPLY

AGS. No. 1617

SHEET No 1.

NO OF SHEETS 1.

INSIDE RADIUS OF BEND TO BE
NOT LESS THAN THE GAUGE
& NOT MORE THAN TWICE
THE GAUGE.



J3 Cont

MARK	A ± .01"	B ± .02"	C ± .04"	D.S.W.G	DRILL E
✓ 1	.18"	.28"	.25"	24	.18"
✓ 2	.20"	.28"	.25"	24	.18"
✓ 3	.22"	.31"	.25"	24	.18"
✓ 4	.22"	.32"	.25"	22	.18"
✓ 5	.24"	.34"	.25"	22	.18"
✓ 6	.26"	.41"	.375"	22	.32"
✓ 7	.28"	.44"	.375"	22	.32"
✓ 8	.30"	.47"	.375"	22	.32"
✓ 9	.32"	.53"	.50"	20	.32"
10	.34"	.56"	.50"	20	.32"
✓ 11	.36"	.59"	.625"	20	.32"
12	.38"	.62"	.625"	20	.32"
✓ 13	.40"	.69"	.625"	20	.32"

MATERIAL:- LIGHT ALLOY

SPECIFICATION:- D.T.D. 634 (LATEST ISSUE) / ALT. MAT'L L59.*

FINISH:- NATURAL * WHEN L.59. IS USED THE INSIDE RAD. OF
BEND MUST BE TWICE THE GAUGE.

ISSUED BY
 ROYAL
 AIRCRAFT
 ESTABLISHMENT

TITLE:- CLEATS, SINGLE HOLE ATTACHMT.
 (LIGHT ALLOY.)

SM 781 SM. 959

DRAWN
 M.W. SHIPPEY.

RE-TRACED.
 O.E. YORK 10:11:39

ISSUE NO 2 3 4 04

CHECKED
 J. MILLS.

APPROVED
 G. BAIRSTO

ITERATION N/A

NO. CHECKED
 27/11/34

11-12-34

(5)

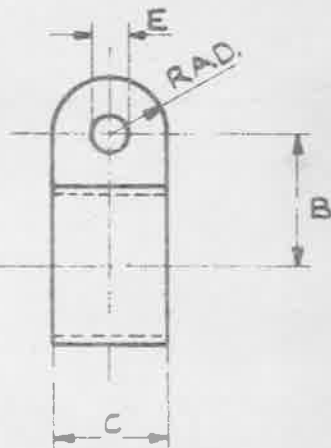
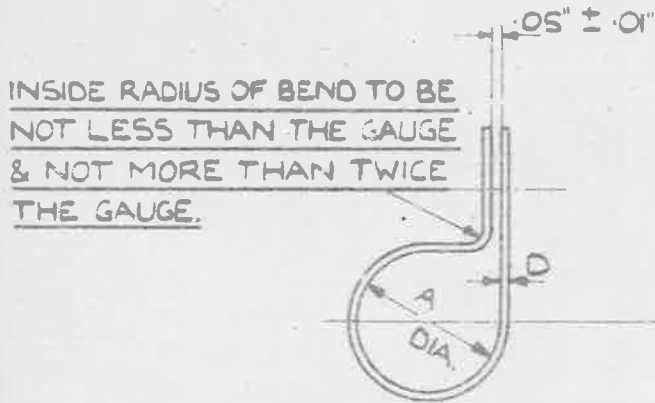
OBSOLESCE- NOT TO BE USED
IN NEW DESIGN WORK SEE S.D.M. 265

MINISTRY OF
SUPPLY

AGS. No. 1617.

SHEET No 1.

No of SHEETS 1.



MARK	A ± .01"	B ± .02"	C ± .04"	D.S.W.G	DRILL E
1	.18"	.28"	.25"	24	.8"
2	.18"	.28"	.25"	24	.8"
3	.18"	.31"	.25"	24	.8"
4	.30"	.32"	.23"	22	.8"
5	.14"	.34"	.25"	22	.8"
6	.16"	.41"	.375"	22	.5"
7	.16"	.44"	.375"	22	.5"
8	.16"	.47"	.375"	22	.5"
9	.16"	.53"	.50"	20	.5"
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11	.16"	.59"	.625"	20	.5"
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MATERIAL:- LIGHT ALLOY

SPECIFICATION:- D.T.D. 634 (LATEST ISSUE).

FINISH:- NATURAL.

ISSUED BY
ROYAL
AIRCRAFT
ESTABLISHMENT

TITLE:- CLEATS, SINGLE HOLE ATTACHMT.
(LIGHT ALLOY) SM 181

DRAWN
M.W. SHIPPEY

RE-TRACED.
D.E. YORK ID: 1:39

ISSUE NO
1 2 3 4

CHECKED
J. MILLS

APPROVED
G. BAIRSTO
11-12-34